

NM 33/03

PUB 195 (Continued)

1. RP No. 11 Vaktaren (60°42.7'N., 17°36.2'E.).
2. RP No. 12 Purrutsgrund (60°46.7'N., 17°27.5'E.).
3. RP No. 13 Valkommen (60°57.8'N., 17°15.0'E.).
4. RP No. 21 Störjungfrun S (61°06.9'N., 17°21.3'E.).
5. RP No. 22 Blomman (61°11.5'N., 17°17.5'E.).
6. RP No. 23 Hallgrund (61°15.8'N., 17°22.0'E.).
7. RP No. 31 Tihallsten (61°31.5'N., 17°19.0'E.).
8. RP No. 32 Hudiksgrund (61°35.0'N., 17°24.0'E.).
9. RP No. 41 Britas Klack (61°53.1'N., 17°27.7'E.).
10. RP No. 51 Bramon S (62°10.0'N., 17°39.7'E.).
11. RP No. 52 Bramon N (62°17.4'N., 17°40.4'E.).
12. RP No. 53 Astholmsudde (62°22.8'N., 17°43.8'E.).
13. RP No. 61 *Hamo (62°36.6'N., 18°05.8'E.).
14. RP No. 62 *Storon S (62°43.4'N., 18°12.8'E.).
15. RP No. 63 *Storon N (62°47.6'N., 18°17.0'E.).
16. RP No. 64 Ramon (62°50.0'N., 17°54.0'E.).
17. RP No. 65 Brunne (62°56.0'N., 17°50.0'E.).

* Reporting at these RPs shall be carried out 30 minutes before passing.

Reports must include the vessel's name, call sign, position, and destination.

Vessels with an Automated Identification System (AIS) are exempted from reporting.

Vessels must report their name, position, and destination when arriving at or leaving a berth (including an anchorage), when changing route, when being involved in an accident (including groundings and collisions), and on the occurrence of any defect affecting the safety of navigation. The report should be sent 10 minutes prior to leaving a berth.

Participating vessels must maintain a continuous listening watch on VHF channel 13 after the first report.

Smaller vessels than those described above, which are fitted with VHF, should maintain a continuous VHF listening watch.

Gavle VTS may be contacted on VHF channels 16 and 13, and by E-mail at vtsgavle@sjofartsverket.se.

All vessels must proceed through Holmuddsranna, the main entrance channel, at a slow speed.

(BA NP 286) 33/03

Page 64—Lines 28 to 29/L; strike out.

(NIMA) 33/03

Page 68—Line 5/L; read:

Regulations.—A mandatory Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Gavle and Lulea. For further information, see Gavle (paragraph 6.7).

Speed restrictions apply within the entrance
(BA NP 286) 33/03

Page 69—Line 1/R; read:

Regulations.—A mandatory Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Gavle and Lulea. For further information, see Gavle (paragraph 6.7).

At night, berthing at Oljekajen, the oil jetty,
(BA NP 286) 33/03

Page 69—Line 29/R; read:

Regulations.—A mandatory Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Gavle and Lulea. For further information, see Gavle (paragraph 6.7).

Vessels bound to or from Skarnas Terminal
(BA NP 286) 33/03

Page 72—Line 43/R; read:

bukten, about 2.5 miles E of Gubben Light.

Regulations.—A mandatory Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Gavle and Lulea. For further information, see Gavle (paragraph 6.7).

(BA NP 286) 33/03

Page 75—Line 1/R; read:

Regulations.—A mandatory Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Gavle and Lulea. For further information, see Gavle (paragraph 6.7).

Vessels must not exceed a speed of 5 knots in
(BA NP 286) 33/03

Page 78—Line 23/R; read:

lights, resembles the gable of a house.

Regulations.—A mandatory Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Gavle and Lulea. For further information, see Lulea (paragraph 9.19).

(BA NP 286) 33/03

Page 79—Line 55/L; read:

Regulations.—A mandatory Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Gavle and Lulea. For further information, see Lulea (paragraph 9.19).

Vessels must not exceed a speed of 7 knots
(BA NP 286) 33/03

Page 100—Line 26/R; read:

Regulations.—A mandatory Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Lulea and Gavle. For further information, see Lulea (paragraph 9.19).

It is reported that tankers over 13,000 dwt
(BA NP 286) 33/03

Page 112—Line 15/L; read:

about 5 miles E of Gasoren Light.

Regulations.—A mandatory Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Gavle and Lulea. For further information, see Lulea (paragraph 9.19).

(BA NP 286) 33/03

PUB 195 (Continued)

Page 114—Line 46/L; read:
hours prior to arrival. See paragraph 9.19 for more information.

Regulations.—A mandatory Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Gavle and Lulea. For further information, see Lulea (paragraph 9.19).
(BA NP 286) 33/03

Page 115—Line 44/R; read:

A Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Lulea and Gavle.

The system is mandatory for vessels over 300 grt; vessels over 50m in length; and towing vessels with a length, including the tow, of over 50m.

Participating vessels must report to VTS Lulea on the assigned VHF channels when passing the following Reporting Points (RP):

1. RP No. 7 Maloren (65°32'N., 23°25'E.)—channel 14.
2. RP No. 8 Nygran (65°01'N., 21°46'E.)—channel 13.
3. RP No. 9 Gasoren (65°40'N., 21°30'E.)—channel 13.
4. RP No. 10 Vaktaren (63°33'N., 20°30'E.)—channel 12.
5. RP No. 11 Logaren (63°32'N., 20°05'E.)—channel 12.
6. RP No. 12 Storbaden (63°21'N., 19°35'E.)—channel 14.
7. RP No. 13 Vallinsgrund (63°18'N., 19°20'E.)—channel 14.
8. RP No. 14 Skagshallan (63°10'N., 19°00'E.)—channel 14.
9. RP No. 15 Trysunda (63°10'N., 18°48'E.)—channel 14.

Reports must include the vessel's name, call sign, position, and destination.

Vessels with an Automated Identification System (AIS) are exempted from reporting.

Vessels must report their name, position, and destination when arriving at or leaving a berth (including an anchorage), when changing route, when being involved in an accident (including groundings and collisions), and on the occurrence of any defect affecting the safety of navigation. The report should be sent 10 minutes prior to leaving a berth.

Participating vessels must maintain a continuous listening watch on the assigned VHF channel after the first report.

Smaller vessels than those described above, which are fitted with VHF, should maintain a continuous VHF listening watch.

Lulea VTS may be contacted by E-mail at vtslulea@sjoefartsverket.se.

Sandöleden is considered to be that part of the fairway
(BA NP 286) 33/03

Page 116—Line 1/L; read:

A local mandatory Vessel Traffic Service (VTS) system is (NIMA) 33/03

Page 116—Line 18/L; read:

The VTS Traffic Information Center will, on request, maintain a watch on VHF channel 16 for those vessels unable to operate watches on dual VHF channels.

Vessels over 15m in length or 4m beam must contact the VTS Traffic Information Center prior to attempting the passage through Tjuvholmsundet (see paragraph 9.18).

The VTS Traffic Information Center will provide, on re-
(BA NP 286) 33/03

COAST PILOT CORRECTIONS

COAST PILOT 1	33 Ed 2003	Change No. 8
		LAST NM 32/03

Page 57—Paragraph 175, lines 7 to 8; read:
161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).
(FR 7/1/03) 33/03

Page 58 to Page 59; strike out.
(FR 7/1/03) 33/03

Page 91—Paragraph 977, line 4; read:
which the direction of traffic may be recommended.
Navigable waters means all navigable waters of the United States including the territorial sea of the United States, extending to 12 nautical miles from United States baselines, as described in Presidential Proclamation No. 5928 of December 27, 1988.
(FR 7/1/03) 33/03

Page 91—Paragraphs 979 to 983; read:

Vessel Movement Center (VMC) means the shore-based facility that operates the vessel tracking system for a Vessel Movement Reporting System (VMRS) area or sector within such an area. The VMC does not necessarily have the capability or qualified personnel to interact with marine traffic, nor does it necessarily respond to traffic situations developing in the area, as does a Vessel Traffic Service (VTS).

Vessel Movement Reporting System (VMRS) means a mandatory reporting system used to monitor and track vessel movements. This is accomplished by a vessel providing information under established procedures as set forth in this part in the areas defined in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

Vessel Movement Reporting System (VMRS) User means a vessel, or an owner, operator, charterer, Master, or person directing the movement of a vessel that is required to participate in a VMRS.
(FR 7/1/03) 33/03

COAST PILOT 1 (Continued)

Page 92—Paragraph 1016, line 1; read:

- (b) If, in a specific circumstance, a VTS User is unable ...
(FR 7/1/03) 33/03

Page 95—Paragraph 1017, line 1 to Paragraph 1019; read:

(c) When not exchanging voice communications, a VTS User must maintain a listening watch as required by §26.04(e) of this chapter on the VTS frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VTS User must respond promptly when hailed and communicated in the English language.

Note to §161.12(c): As stated in 47 CFR 80.148(b), a very high frequency watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

- (d) As soon as practicable a VTS User shall notify the VTS ...
(FR 7/1/03) 33/03

Page 95—Paragraph 1035, lines 2 to 5; read:

a system used to monitor and track vessel movements within a VTS or VMRS area. This is accomplished by requiring that vessels provide information under established procedures as set forth in this part, or as directed by the Center.
(FR 7/1/03) 33/03

Page 95—Paragraph 1036, line 4 to Paragraph 1037; read:
to achieve the objectives of the VMRS. These reports are consolidated into three reports (sailing plan, position, and final).

§161.16 Applicability.

Unless otherwise stated, the provisions of this subpart apply to the following vessels and VMRS Users:
(FR 7/1/03) 33/03

Page 95—Paragraph 1040, line 2 to Paragraph 1042, line 1; read:
passengers for hire, when engaged in trade.

§161.17 Definitions.

As used in the subpart:

Center means a Vessel Traffic Center or Vessel Movement Center.

Published means available in a widely-distributed and publicly available medium (e.g., VTS User's Manual, ferry

schedule, Notice to Mariners).

§161.18 Reporting requirements.

- (a) A Center may: (1) Direct a vessel to provide any of ...
(FR 7/1/03) 33/03

Page 95—Paragraph 1045, lines 2 to 4; read:

soon as is practicable on the frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).
(FR 7/1/03) 33/03

Page 95—Paragraph 1046, lines 3 to 4; read:

described in §26.04 (e) of this chapter on the frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, ...
(FR 7/1/03) 33/03

Page 97—Paragraph 1047, line 7 to Paragraph 1048, line 1; read:

VTS frequency.

- (d) A vessel must report:

(1) Any significant deviation from its Sailing Plan, as defined in §161.19, or from previously reported information; or

(2) Any intention to deviate from a VTS issued measure or vessel traffic routing system.

- (e) When reports required by this part include time ...
(FR 7/1/03) 33/03

Page 97—Paragraphs 1057 to 1064; read:

- (a) Upon point of entry into a VMRS area;
(b) At designated points as set forth in Subpart C; or
(c) When directed by the Center.

§161.21 Automated reporting.

(a) Unless otherwise directed, vessels equipped with an Automatic Identification System (AIS) are required to make continuous, all stations, AIS broadcasts, in lieu of voice Position Reports, to those Centers denoted in Table 161.12(c) of this part.

(b) Should an AIS become non-operational, while or prior to navigating a VMRS area, it should be restored to operating condition as soon as possible, and, until restored a vessel must:

- (1) Notify the Center;
(2) Make voice radio Position Reports at designated reporting points as required by §161.20(b) of this part; and
(3) Make any other reports as directed by the Center.
(FR 7/1/03) 33/03

COAST PILOT 1

33 Ed 2003

Change No. 9

Page 93 to Page 94; read:

TABLE 161.12(C).—VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas		
Center MMSI ¹ Call Sign	Designated frequency (Channel designation)—purpose ²	Monitoring area ^{3, 4}

COAST PILOT 1 (Continued)

Berwick Bay—003669950 <i>Berwick Traffic</i>	156.550 MHz (Ch. 11)	The waters south of 29°45'N., west of 91°10'W., north of 29°37'N., and east of 91°18'W.
Houston-Galveston— 003669954		The navigable waters north of 29°N., west of 94°20'W., south of 29°49'N., and east of 95°20'W.
<i>Houston Traffic</i>	156.550 MHz (Ch. 11) 156.250 MHz (Ch. 5A)— For Sailing Plans only	The navigable waters north of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.)
<i>Houston Traffic</i>	156.600 MHz (Ch. 12) 156.250 MHz (Ch. 5A)— For Sailing Plans only	The navigable waters south of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.)
Los Angeles/Long Beach: MMSI/To be determined <i>San Pedro Traffic</i>	156.700 MHz (Ch. 14)	<i>Vessel Movement Reporting System Area:</i> The navigable waters within a 25 nautical mile radius of Point Fermin Light (33°42.3'N., 118°17.6'W.)
Louisville: Not applicable <i>Louisville Traffic</i>	156.650 MHz (Ch. 13)	The waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.
Lower Mississippi River ⁵ — 003669952		
<i>New Orleans Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the Lower Mississippi River below 30°38.7'N., 91°17.5'W. (Port Hudson Light at 255 miles Above Head of Passes (AHP)), the Southwest Pass, and, within a 12 nautical miles radius around 28°54.3'N., 89°25.7'W. (Southwest Pass Entrance Light at 19.9 miles Below Head of Passes).
<i>New Orleans Traffic</i>	156.600 MHz (Ch. 12)	<i>New Orleans Sector.</i> The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular at 29°56.4'N., 90°08.36'W. and on the south by a line drawn perpendicularly at 29°56.24'N., 89°59.86'W. (88 and 106 miles AHP).
New York —003669951 <i>New York Traffic</i>	156.550 MHz (Ch.11)—For Sailing Plans only 156.600 MHz (Ch. 12)— For vessels at anchor	The area consists of the navigable waters of the Lower New York Bay bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west in the Raritan Bay to the Raritan River Railroad Bridge, then north into waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°41.9'N.; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40°43.7'N., longitude 74°01.6'W., in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.

COAST PILOT 1 (Continued)

<i>New York Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the Lower New York Bay west of a line drawn from Norton Point to Breezy Point; and north of a line connecting the entrance buoys of Ambrose Channel, Swash Channel, and Sandy Hook Channel, to Sandy Hook Point; on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west into the waters of Raritan Bay East Reach to a line drawn from Great Kills Light south through Raritan Bay East Reach LGB #14 to Comfort PT, NJ; then north including the waters of the Upper New York Bay south of 40°42.40'N. (Brooklyn Bridge) and 40°43.70'N. (Holand Tunnel Ventilator Shaft); west through the KVK into the Arthur Kill north of 40°38.25'N. (Arthur Kill Railroad Bridge); then north into the waters of the Newark Bay, south of 40°41.95'N. (Lehigh Valley Draw Bridge).
<i>New York Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters of the Raritan Bay south to a line drawn at latitude 40°26'N.; then west of a line drawn from Great Kills Light south through the Raritan Bay East Reach LGB #14 to Point Comfort, NJ; then west to the Raritan River Railroad Bridge; and north including the waters of the Arthur Kill to 40°28.25'N. (Arthur Kill Railroad Bridge); including the waters of the East River north of 40°42.40'N. (Brooklyn Bridge) to the Throgs Neck Bridge, excluding the Harlem River.
Port Arthur ⁵ —003669955 <i>Sabine Traffic</i>	To be determined	The navigable waters south of 30°10'N., east of 94°20'W., west of 93°22'W. and, north of 29°10'N.
Prince William Sound— 003669958 <i>Valdez Traffic</i>	156.650 MHz (Ch. 13)	The navigable waters south of 61°05'N., east of 147°20'W., north of 60°N., and west of 146°30'W.; and, all navigable waters in Port Valdez.
Puget Sound ⁶ <i>Seattle Traffic</i> —003669957	156.700 MHz (Ch. 14)	The waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Marrowstone Point and Lagoon Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
<i>Seattle Traffic</i> —003669957	156.250 MHz (Ch. 5A)	The waters of the Strait of Juan de Fuca east of 124°40'W. excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Marrowstone Point and Lagoon Point and all waters east of Whidbey Island North of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
<i>Tofino Traffic</i> —003160012	156.725 MHz (Ch. 74)	The waters west of 124°40'W. within 50 nautical miles of the coast of Vancouver Island including the waters north of 48°N., and east of 127°W.
<i>Victoria Traffic</i> —003160010	156.550 MHz (Ch. 11)	The waters of the Strait of Georgia west of 122°52'W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.

COAST PILOT 1 (Continued)

San Francisco—003669956 <i>San Francisco Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the San Francisco Offshore Precautionary Area, the navigable waters shoreward of the San Francisco Offshore Precautionary Area east of 122°42.0'W. and north of 37°40.0'N. extending eastward through the Golden Gate, and the navigable waters of San Francisco Bay and as far east as the port of Stockton on the San Joaquin River, as far north as the port of Sacramento on the Sacramento River.
<i>San Francisco Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N., 122°34.6'W.) west of 122°42.0'W. and south of 37°40.0'N. and excluding the San Francisco Offshore Precautionary Area.
St. Marys River—003669953 <i>Soo Traffic</i>	156.600 MHz (Ch. 12)	The waters of the St. Marys River between 45°57'N. (De Tour Reef Light) and 46°38.7'N. (Ile Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46°04.16'N. and 46°01.57'N. (La Pointe to Sims Point in Potagannissing Bay and Worsley Bay).
<p>Notes:</p> <p>¹Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §§161.21 and 164.46 of this subchapter.</p> <p>²In the event of a communication failure, difficulties or other safety factors, the Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Ch. 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.</p> <p>³All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).</p> <p>⁴Some monitoring areas extend beyond navigable waters. Although not required, users are strongly encouraged to maintain a listening watch on the designated monitoring frequency in these areas. Otherwise, they are required to maintain watch as stated in 47 CFR 80.148.</p> <p>⁵Until rules regarding VTS Lower Mississippi River and VTS Port Arthur are published, vessels are exempted of all VTS and VMRS requirements set forth in 33 CFR part 161, except those set forth in §§161.21 and 161.46 of this subchapter.</p> <p>⁶A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate Center administers the rules issued by both nations; however, enforces only its own set of rules within its jurisdiction. Note, the bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is not so designated in Canadian waters, therefore users are encouraged and permitted to make passing arrangements on the designated monitoring frequencies.</p>		

(FR 7/1/03)

33/03

COAST PILOT 1 33 Ed 2003 Change No. 10

Page 97—Paragraph 1073, line 3; read:

VMRS area; and ...

(FR 7/1/03)

33/03

Page 97—Paragraph 1075 to Page 98—Paragraph 1085, line 1; read:

capabilities are set forth in §164.43 of this chapter.

Page 100—Paragraph 1095, line 3; read:

more gross tons (except as provided in paragraphs (c) and (d) of ...

(FR 7/1/03)

33/03

Page 101—Paragraph 1101, lines 1 to 2; read:

(c) Provisions of §§164.11(a)(2) and (c), 164.30, 164.33, and 164.46 do not apply to warships or other vessels ...

(FR 7/1/03)

33/03

Subpart C—Vessel Traffic Service and Vessel Movement Reporting System Areas and Reporting Points**Note:** All geographic coordinates contained in part 161 ...

(FR 7/1/03)

33/03

Page 101—Paragraph 1101, line 7; read: regulations regarding navigation safety.

(d) Provisions of §164.46 apply to some self-propelled

COAST PILOT 1 (Continued)

vessels of less 1600 gross tonnage.
(FR 7/1/03)

33/03

Page 101—Paragraph 1102, line 1; read:

(a) Except as provided in §164.46(a)(2) of this part (including §§164.38 and 164.39) does ...
(FR 7/1/03)

33/03

Page 101—Paragraph 1114, line 3; read:

..... 164.74

International Electrotechnical Commission (IEC)

3, rue de Varemb, Geneva, Switzerland.

IEC 61993-2, Maritime navigation and radiocommunication equipment and systems—Automatic identification systems (AIS)—part 2: Class A shipborne equipment of the universal automatic identification system (AIS)—Operational and performance requirements, methods of test and required test results First edition, 2001-12164.46
(FR 7/1/03) 33/03

Page 101—Paragraph 1115, line 5; read:

1975164.13

Resolution MSC.74(69), Annex 3, Recommendation on Performance Standards for a Universal Shipborne Automatic Identification System (AIS), adopted May 12, 1998...164.46

SN/Circ.277, Guidelines for the Installation of a Shipborne Automatic Identification System (AIS), dated January 6, 2003164.46

SOLAS, International Convention for Safety of Life at Sea, 1974, and 1988 Protocol relating thereto, 2000 Amendments, effective January and July 2002, (SOLAS 2000 Amendments)164.46

Conference resolution 1, Adoption of amendments to the Annex to the International Convention for the Safety of Life at Sea, 1974, and amendments to Chapter V of SOLAS 1974, adopted December 12, 2002164.46
(FR 7/1/03) 33/03

Page 101—Paragraph 1118, line 5; read:

.....164.43

ITU-R Recommendation M.1371-1, Technical characteristics for a universal shipborne automatic identification system using time division multiple access in the VHF maritime mobile band, 1998-2001164.46
(FR 7/1/03) 33/03

Page 106—Paragraph 1285, line 3 to Paragraph 1286, line 2; read:

with a rate of turn indicator.

§164.43 Automatic Identification System Shipborne Equipment—Prince William Sound.

(a) Until July 1, 2004, each vessel required to provide automated position reports to a Vessel Traffic Service (VTS) under §165.1704 of this subchapter must do so ...
(FR 7/1/03) 33/03

Page 107—Paragraph 1304, line 2; read:

operating procedures are set forth in Part 161 of this chapter.

§164.46 Automatic Identification System (AIS).

(a) The following vessels must have an installed, operational AIS that complies with the IMO Resolution MSC.74(69), ITU-R Recommendation M.1371-1, and IEC 61993-2, and that is installed using IMO SN/Circ.277 (Incorporated by reference, see §164.03) as of the date specified. “Length” refers to “registered length” as defined in 46 CFR, part 69.

(1) Self-propelled vessels of 65 feet or more in length engaged in commercial service and on an international voyage, not later than December 31, 2004.

(2) Notwithstanding paragraph (a)(1) of this section, the following vessels subject to the International Convention for Safety at Life at Sea, 1974, (SOLAS) as amended, that are on an international voyage must also comply with SOLAS, chapter V, as amended by SOLAS 2000 Amendments and Conference resolution 1 (Incorporated by reference, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the first safety survey for safety equipment on or after July 1, 2003;

(iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1, 2004; and

(iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more but less than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than December 31, 2004.

(b) Notwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, transiting an area listed in table 161.12(c) of §161.12 of this part.

(1) Each self-propelled vessel of 65 feet or more in length, engaged in commercial service;

(2) Each towing vessel of 26 feet or more in length and more than 600 horsepower;

(3) Each vessel of 100 gross tons or more carrying one or more passengers for hire; and

(4) Each passenger vessel certificated to carry 50 or more passengers for hire.

(c) The vessels listed in paragraph (b) of this section must comply according to the following schedule:

(1) For VTS St. Marys River, not later than December 31, 2003;

(2) For VTS Berwick Bay, VMRS Los Angeles/Long Beach, VTS Lower Mississippi River, VTS Port Arthur and VTS Prince William Sound, not later than July 1, 2004; and

(3) For VTS Houston-Galveston, VTS New York, VTS Puget Sound, and VTS San Francisco, not later than December 31, 2004.

(d) The requirements for Vessel Bridge-to-Bridge radio-telephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term “effective operating condition” used in §26.06 includes accurate input and

COAST PILOT 1 (Continued)

upkeep of all AIS data fields, including estimated time of arrival, destination, and number of people on board.

(e) The use of a portable AIS is permissible, only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board, and such that only one AIS unit may be in operation at any one time.

(f) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on international voyage, shall be available for pilot use, easily accessible from the primary conning position of the vessel, and near an AC power receptacle.

(FR 7/1/03) 33/03

**COAST PILOT 2 32 Ed 2003 Change No. 14
LAST NM 32/03**

Page 47 to Page 48; strike out.

(FR 7/1/03) 33/03

Page 49—Paragraph 32, lines 7 to 8; read:

161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

(FR 7/1/03) 33/03

Page 100—Paragraph 1410, line 4; read:

which the direction of traffic may be recommended.

Navigable waters means all navigable waters of the United States including the territorial sea of the United States, extending to 12 nautical miles from United States baselines, as described in Presidential Proclamation No. 5928 of December 27, 1988.

(FR 7/1/03) 33/03

Page 100—Paragraphs 1412 to 1416; read:

Vessel Movement Center (VMC) means the shore-based facility that operates the vessel tracking system for a Vessel Movement Reporting System (VMRS) area or sector within such an area. The VMC does not necessarily have the capability or qualified personnel to interact with marine traffic, nor does it necessarily respond to traffic situations developing in the area, as does a Vessel Traffic Service (VTS).

Vessel Movement Reporting System (VMRS) means a mandatory reporting system used to monitor and track vessel movements. This is accomplished by a vessel providing information under established procedures as set forth in this part in the areas defined in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

Vessel Movement Reporting System (VMRS) User means a vessel, or an owner, operator, charterer, Master, or person directing the movement of a vessel that is required to participate in a VMRS.

(FR 7/1/03) 33/03

Page 103—Paragraph 1449, line 1; read:

(b) If, in a specific circumstance, a VTS User is unable ...
(FR 7/1/03) 33/03

Page 103—Paragraph 1450, line 1 to Paragraph 1452; read:

(c) When not exchanging voice communications, a VTS User must maintain a listening watch as required by §26.04(e) of this chapter on the VTS frequency designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas). In addition, the VTS User must respond promptly when hailed and communicated in the English language.

Note to §161.12(c): As stated in 47 CFR 80.148(b), a very high frequency watch on Channel 16 (156.800 MHz) is not required on vessels subject to the Vessel Bridge-to-Bridge Radiotelephone Act and participating in a Vessel Traffic Service (VTS) system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

(d) As soon as practicable a VTS User shall notify ...

(FR 7/1/03) 33/03

Page 105—Paragraph 1468, lines 2 to 6; read:

a system used to monitor and track vessel movements within a VTS or VMRS area. This is accomplished by requiring that vessels provide information under established procedures as set forth in this part, or as directed by the Center.

(FR 7/1/03) 33/03

Page 105—Paragraph 1469, line 5 to Paragraph 1470; read:
are consolidated into three reports (sailing plan, position, and final).

§161.16 Applicability.

Unless otherwise stated, the provisions of this subpart apply to the following vessels and VMRS Users:

(FR 7/1/03) 33/03

Page 105—Paragraph 1474, line 1 to Paragraph 1475; read:

As used in the subpart:

Center means a Vessel Traffic Center or Vessel Movement Center.

Published means available in a widely-distributed and publicly available medium (e.g., VTS User's Manual, ferry schedule, Notice to Mariners).

§161.18 Reporting requirements.

(a) A Center may: (1) Direct a vessel to provide any of ...

(FR 7/1/03) 33/03

Page 105—Paragraph 1478, lines 3 to 4; read:

Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas).

(FR 7/1/03) 33/03

Page 105—Paragraph 1479, line 4; read:

designated in Table 161.12(c) (VTS and VMRS Centers, Call Signs/MMSI, ...

(FR 7/1/03) 33/03

Page 105—Paragraph 1480, line 7 to Paragraph 1481, line

COAST PILOT 2 (Continued)

1; read:

(e) When reports required by this part include time ...

VTS frequency.

(FR 7/1/03)

33/03

(d) A vessel must report:

(1) Any significant deviation from its Sailing Plan, as defined in §161.19, or from previously reported information; or

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(2) Any intention to deviate from a VTS issued measure or vessel traffic routing system.

Page 101 to Page 102; read:

TABLE 161.12(C).—VTS and VMRS Centers, Call Signs/MMSI, Designated Frequencies, and Monitoring Areas		
Center MMSI ¹ Call Sign	Designated frequency (Channel designation)—purpose ²	Monitoring area ^{3, 4}
Berwick Bay—003669950 <i>Berwick Traffic</i>	156.550 MHz (Ch. 11)	The waters south of 29°45'N., west of 91°10'W., north of 29°37'N., and east of 91°18'W.
Houston-Galveston— 003669954		The navigable waters north of 29°N., west of 94°20'W., south of 29°49'N., and east of 95°20'W.
<i>Houston Traffic</i>	156.550 MHz (Ch. 11) 156.250 MHz (Ch. 5A)— For Sailing Plans only	The navigable waters north of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.)
<i>Houston Traffic</i>	156.600 MHz (Ch. 12) 156.250 MHz (Ch. 5A)— For Sailing Plans only	The navigable waters south of a line extending due west from the southern most end of Exxon Dock #1 (20°43.37'N., 95°01.27'W.)
Los Angeles/Long Beach: MMSI/To be determined <i>San Pedro Traffic</i>	156.700 MHz (Ch. 14)	<i>Vessel Movement Reporting System Area:</i> The navigable waters within a 25 nautical mile radius of Point Fermin Light (33°42.3'N., 118°17.6'W.)
Louisville: Not applicable <i>Louisville Traffic</i>	156.650 MHz (Ch. 13)	The waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.
Lower Mississippi River ⁵ — 0036699952		
<i>New Orleans Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the Lower Mississippi River below 30°38.7'N., 91°17.5'W. (Port Hudson Light at 255 miles Above Head of Passes (AHP)), the Southwest Pass, and, within a 12 nautical miles radius around 28°54.3'N., 89°25.7'W. (Southwest Pass Entrance Light at 19.9 miles Below Head of Passes).
<i>New Orleans Traffic</i>	156.600 MHz (Ch. 12)	<i>New Orleans Sector.</i> The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular at 29°56.4'N., 90°08.36'W. and on the south by a line drawn perpendicularly at 29°56.24'N., 89°59.86'W. (88 and 106 miles AHP).

COAST PILOT 2 (Continued)

New York —003669951 <i>New York Traffic</i>	156.550 MHz (Ch.11)—For Sailing Plans only 156.600 MHz (Ch. 12)—For vessels at anchor	The area consists of the navigable waters of the Lower New York Bay bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west in the Raritan Bay to the Raritan River Railroad Bridge, then north into waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°41.9'N.; and then east including the waters of the Kill Van Kull and the Upper New York Bay north to a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40°43.7'N., longitude 74°01.6'W., in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.
<i>New York Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the Lower New York Bay west of a line drawn from Norton Point to Breezy Point; and north of a line connecting the entrance buoys of Ambrose Channel, Swash Channel, and Sandy Hook Channel, to Sandy Hook Point; on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west into the waters of Raritan Bay East Reach to a line drawn from Great Kills Light south through Raritan Bay East Reach LGB #14 to Comfort PT, NJ; then north including the waters of the Upper New York Bay south of 40°42.40'N. (Brooklyn Bridge) and 40°43.70'N. (Holland Tunnel Ventilator Shaft); west through the KVK into the Arthur Kill north of 40°38.25'N. (Arthur Kill Railroad Bridge); then north into the waters of the Newark Bay, south of 40°41.95'N. (Lehigh Valley Draw Bridge).
<i>New York Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters of the Raritan Bay south to a line drawn at latitude 40°26'N.; then west of a line drawn from Great Kills Light south through the Raritan Bay East Reach LGB #14 to Point Comfort, NJ; then west to the Raritan River Railroad Bridge; and north including the waters of the Arthur Kill to 40°28.25'N. (Arthur Kill Railroad Bridge); including the waters of the East River north of 40°42.40'N. (Brooklyn Bridge) to the Throgs Neck Bridge, excluding the Harlem River.
Port Arthur ⁵ —003669955 <i>Sabine Traffic</i>	To be determined	The navigable waters south of 30°10'N., east of 94°20'W., west of 93°22'W. and, north of 29°10'N.
Prince William Sound— 003669958 <i>Valdez Traffic</i>	156.650 MHz (Ch. 13)	The navigable waters south of 61°05'N., east of 147°20'W., north of 60°N., and west of 146°30'W.; and, all navigable waters in Port Valdez.
Puget Sound ⁶ <i>Seattle Traffic</i> —003669957	156.700 MHz (Ch. 14)	The waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Marrowstone Point and Lagoon Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.

COAST PILOT 2 (Continued)

<i>Seattle Traffic</i> —003669957	156.250 MHz (Ch. 5A)	The waters of the Strait of Juan de Fuca east of 124°40'W. excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Marrowstone Point and Lagoon Point and all waters east of Whidbey Island North of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
<i>Tofino Traffic</i> —003160012	156.725 MHz (Ch. 74)	The waters west of 124°40'W. within 50 nautical miles of the coast of Vancouver Island including the waters north of 48°N., and east of 127°W.
<i>Victoria Traffic</i> —003160010	156.550 MHz (Ch. 11)	The waters of the Strait of Georgia west of 122°52'W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.
San Francisco—003669956 <i>San Francisco Traffic</i>	156.700 MHz (Ch. 14)	The navigable waters of the San Francisco Offshore Precautionary Area, the navigable waters shoreward of the San Francisco Offshore Precautionary Area east of 122°42.0'W. and north of 37°40.0'N. extending eastward through the Golden Gate, and the navigable waters of San Francisco Bay and as far east as the port of Stockton on the San Joaquin River, as far north as the port of Sacramento on the Sacramento River.
<i>San Francisco Traffic</i>	156.600 MHz (Ch. 12)	The navigable waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N., 122°34.6'W.) west of 122°42.0'W. and south of 37°40.0'N. and excluding the San Francisco Offshore Precautionary Area.
St. Marys River—003669953 <i>Soo Traffic</i>	156.600 MHz (Ch. 12)	The waters of the St. Marys River between 45°57'N. (De Tour Reef Light) and 46°38.7'N. (Ile Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46°04.16'N. and 46°01.57'N. (La Pointe to Sims Point in Potagannissing Bay and Worsley Bay).

COAST PILOT 2 (Continued)

Notes:

¹Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §§161.21 and 164.46 of this subchapter.

²In the event of a communication failure, difficulties or other safety factors, the Center may direct or permit a user to monitor and report on any other designated monitoring frequency or the bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13) or 156.375 MHz (Ch. 67), to the extent that doing so provides a level of safety beyond that provided by other means. The bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is used in certain monitoring areas where the level of reporting does not warrant a designated frequency.

³All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

⁴Some monitoring areas extend beyond navigable waters. Although not required, users are strongly encouraged to maintain a listening watch on the designated monitoring frequency in these areas. Otherwise, they are required to maintain watch as stated in 47 CFR 80.148.

⁵Until rules regarding VTS Lower Mississippi River and VTS Port Arthur are published, vessels are exempted of all VTS and VMRS requirements set forth in 33 CFR part 161, except those set forth in §§161.21 and 161.46 of this subchapter.

⁶A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate Center administers the rules issued by both nations; however, enforces only its own set of rules within its jurisdiction. Note, the bridge-to-bridge navigational frequency, 156.650 MHz (Ch. 13), is not so designated in Canadian waters, therefore users are encouraged and permitted to make passing arrangements on the designated monitoring frequencies.

(FR 7/1/03)

33/03

COAST PILOT 2**32 Ed 2003****Change No. 16****Note:** All geographic coordinates contained in part ...

(FR 7/1/03)

33/03

Page 105—Paragraphs 1490 to 1497; read:

- (a) Upon point of entry into a VMRS area;
- (b) At designated points as set forth in Subpart C; or
- (c) When directed by the Center.

Page 109—Paragraph 1537, line 3; read:

more gross tons (except as provided in paragraphs (c) and (d) of ...

(FR 7/1/03)

33/03

§161.21 Automated reporting.

(a) Unless otherwise directed, vessels equipped with an Automatic Identification System (AIS) are required to make continuous, all stations, AIS broadcasts, in lieu of voice Position Reports, to those Centers denoted in Table 161.12(c) of this part.

(b) Should an AIS become non-operational, while or prior to navigating a VMRS area, it should be restored to operating condition as soon as possible, and, until restored a vessel must:

- (1) Notify the Center;
- (2) Make voice radio Position Reports at designated reporting points as required by §161.20(b) of this part; and
- (3) Make any other reports as directed by the Center.

(FR 7/1/03)

33/03

Page 110—Paragraph 1543, lines 1 to 2; read:

(c) Provisions of §§164.11(a)(2) and (c), 164.30, 164.33, and 164.46 do not apply to warships or other vessels ...

(FR 7/1/03)

33/03

Page 110—Paragraph 1543, line 7; read:

regulations regarding navigation safety.

(d) Provisions of §164.46 apply to some self-propelled vessels of less 1600 gross tonnage.

(FR 7/1/03)

33/03

Page 110—Paragraph 1544, line 1; read:

(a) Except as provided in §164.46(a)(2) of this part (including §§164.38 and 164.39) does ...

(FR 7/1/03)

33/03

Page 106—Paragraph 1506, line 3; read:

VMRS area; and ...

(FR 7/1/03)

33/03

Page 111—Paragraph 1556, line 3; read:

.....164.74

Page 106—Paragraphs 1508 to 1517; strike out.

(FR 7/1/03)

33/03

International Electrotechnical Commission (IEC)

3, rue de Varem, Geneva, Switzerland.

IEC 61993-2, Maritime navigation and radiocommunication equipment and systems—Automatic identification systems (AIS)—part 2: Class A shipborne equipment of the universal automatic identification system (AIS)—Operational and performance requirements, methods of test and required test results First edition, 2001-12164.46

(FR 7/1/03)

33/03

Page 108—Subpart C title through Paragraph 1518, line 1; read:

Subpart C—Vessel Traffic Service and Vessel Movement Reporting System Areas and Reporting Points

COAST PILOT 2 (Continued)

Page 111—Paragraph 1557, line 5; read:

1975	164.13
Resolution MSC.74(69), Annex 3, Recommendation on Performance Standards for a Universal Shipborne Automatic Identification System (AIS), adopted May 12, 1998 ...	164.46
SN/Circ.277, Guidelines for the Installation of a Shipborne Automatic Identification System (AIS), dated January 6, 2003	164.46
SOLAS, International Convention for Safety of Life at Sea, 1974, and 1988 Protocol relating thereto, 2000 Amendments, effective January and July 2002, (SOLAS 2000 Amendments).....	164.46
Conference resolution 1, Adoption of amendments to the Annex to the International Convention for the Safety of Life at Sea, 1974, and amendments to Chapter V of SOLAS 1974, adopted December 12, 2002	164.46
(FR 7/1/03)	33/03

Page 111—Paragraph 1560, line 4; read:

Services and Ship-to-Ship Identification, 1992	164.43
ITU-R Recommendation M.1371-1, Technical characteristics for a universal shipborne automatic identification system using time division multiple access in the VHF maritime mobile band, 1998-2001	164.46
(FR 7/1/03)	33/03

Page 116—Paragraph 1730, line 3 to Paragraph 1731, line 2; read:

with a rate of turn indicator.

§164.43 Automatic Identification System Shipborne Equipment—Prince William Sound.

(a) Until July 1, 2004, each vessel required to provide automated position reports to a Vessel Traffic Service (VTS) under §165.1704 of this subchapter must do so ...
(FR 7/1/03) 33/03

Page 117—Paragraph 1749, line 2; read:

operating procedures are set forth in Part 161 of this chapter.

§164.46 Automatic Identification System (AIS).

(a) The following vessels must have an installed, operational AIS that complies with the IMO Resolution MSC.74(69), ITU-R Recommendation M.1371-1, and IEC 61993-2, and that is installed using IMO SN/Circ.277 (Incorporated by reference, see §164.03) as of the date specified. “Length” refers to “registered length” as defined in 46 CFR, part 69.

(1) Self-propelled vessels of 65 feet or more in length engaged in commercial service and on an international voyage, not later than December 31, 2004.

(2) Notwithstanding paragraph (a)(1) of this section, the following vessels subject to the International Convention for Safety at Life at Sea, 1974, (SOLAS) as amended, that are on an international voyage must also comply with SOLAS, chapter V, as amended by SOLAS 2000 Amendments and Conference resolution 1 (Incorporated by reference, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the first safety survey for safety equipment on or after July 1, 2003;

(iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1, 2004; and

(iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more but less than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than December 31, 2004.

(b) Notwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, transiting an area listed in table 161.12(c) of §161.12 of this part.

(1) Each self-propelled vessel of 65 feet or more in length, engaged in commercial service;

(2) Each towing vessel of 26 feet or more in length and more than 600 horsepower;

(3) Each vessel of 100 gross tons or more carrying one or more passengers for hire; and

(4) Each passenger vessel certificated to carry 50 or more passengers for hire.

(c) The vessels listed in paragraph (b) of this section must comply according to the following schedule:

(1) For VTS St. Marys River, not later than December 31, 2003;

(2) For VTS Berwick Bay, VMRS Los Angeles/Long Beach, VTS Lower Mississippi River, VTS Port Arthur and VTS Prince William Sound, not later than July 1, 2004; and

(3) For VTS Houston-Galveston, VTS New York, VTS Puget Sound, and VTS San Francisco, not later than December 31, 2004.

(d) The requirements for Vessel Bridge-to-Bridge radio-telephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term “effective operating condition” used in §26.06 includes accurate input and upkeep of all AIS data fields, including estimated time of arrival, destination, and number of people on board.

(e) The use of a portable AIS is permissible, only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board, and such that only one AIS unit may be in operation at any one time.

(f) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on international voyage, shall be available for pilot use, easily accessible from the primary conning position of the vessel, and near an AC power receptacle.

(FR 7/1/03) 33/03

**COAST PILOT 8 25 Ed 2003 Change No. 1
LAST NM 32/03**

Page 123—Paragraph 82, line 9 to Paragraph 83; read:
through the many deep entrance channels.

Offshore Vessel Traffic Management Recommendations
Based on the **West Coast Offshore Vessel Traffic Risk Management Project**, which was co-sponsored by the

COAST PILOT 8 (Continued)

Pacific States/British Columbia Oil Spill Task Force and U.S. Coast Guard Pacific Area, it is recommended that, where no other traffic management areas exist such as Traffic Separation Schemes, Vessel Traffic Services, or recommended routes, vessels 300 gross tons or larger transiting along the coast anywhere between Cook Inlet and San Diego should voluntarily stay a minimum distance of 25 nautical miles offshore. It is also recommended that tank ships laden with persistent petroleum products and transiting along the coast between Cook Inlet and San Diego should voluntarily stay a minimum distance of 50 nautical miles offshore. Vessels transiting short distances between adjacent ports should seek routing guidance as needed from the local Captain of the Port or VTS authority for that area. This recommendation is intended to reduce the potential for vessel groundings and resulting oil spills in the event of a vessel casualty.
(CL 283/03) 33/03

Page 129—Paragraph 6, line 2; read:
with a depth of 25 fathoms (45.7m) in 53°19'N., ...
(H 10996; BP 179342) 33/03

Page 182—Paragraph 360, line 1; read:
Mariposa Rock, with 1.6 fathoms (3m) over it ...
(H 10959; BPs 176632-34) 33/03

Page 193—Paragraph 515, line 7; read:
fathoms (42m), mud bottom.

Dangers

The approach to Wrangell Harbor is clear of dangers. A shoal of 2.6 fathoms (4.7m) is about 55 yards (50.3m) N of the breakwater. One submerged dolphin is along the eastern side of the entrance channel, approximately 200 yards (182.9m) ENE of the breakwater. A small pier with one exposed dolphin just off the N end is along the W side of the entrance channel. Submerged piles are about 114 yards (104.2m) off the SE end of the outer mooring basin, about 33 yards (30.2m) NW of a floating dock.
(CL 480/02) 33/03

Page 262—Paragraph 79, line 5; read:
water, shown from a spindle with a red and white ...
(29/97 CG17; LL/02) 33/03

Page 346—Paragraph 11, lines 1 to 2; read:
A channel is between these two rocks, and between Sea Rock and the cape, but shoaling exists in both passages and neither is recommended.
(CL 912/03) 33/03

Page 386—Paragraph 47, line 4 to Paragraph 50; read:
sale by U.S. Army Engineer District Mobile, Mobile, AL 36602, Attn: Map Sales, LM-SR; telephone, 251-441-5631.

Flood Control and Navigation Maps of the Mississippi River, Cairo, IL to the Gulf of Mexico: Published by Mississippi River Commission and for sale by U.S. Army Engineer District Vicksburg, 4155 Clay Street, Vicksburg, MS 39183-3435, Attn: Map Sales; telephone: 601-631-5042.

Upper Mississippi River Navigation Charts (Mississippi River, Cairo, IL to Minneapolis, MN): Published and for sale by U.S. Army Engineer District Rock Island, Clock Tower Bldg., P.O. Box 2004, Rock Island, IL 61204-2004; telephone, 309-794-5338.

Charts of the Illinois Waterway, from Mississippi River at Grafton, IL to Lake Michigan at Chicago and Calumet Harbors: Published and for sale by U.S. Army Engineer District Rock Island, Clock Tower Bldg., P.O. Box 2004, Rock Island, IL 61204-2004; telephone 309-794-5338.
(CE/03) 33/03

COAST PILOT 8 25 Ed 2003 Change No. 2

Page 64—Paragraphs 407 to 408; read:
(d) [Suspended]
(e) [Suspended]
(FR 5/22/03) 33/03

Page 65—Paragraph 458, lines 8 to 12; read:
of Canada by fax at 315-764-3235 or at 315-764-3200.
(FR 5/22/03) 33/03

Page 65—Paragraph 459, line 4 to Paragraph 464; read:
Captain of the Port (COTP).
(d) [Suspended]
(FR 5/22/03) 33/03

Page 67—Paragraphs 471 to 473; read:
(c) [Suspended]
(FR 5/22/03) 33/03

Page 67—Table, item 8; read:
(8) [Suspended]
(FR 5/22/03) 33/03

COAST PILOT 8 25 Ed 2003 Change No. 3

Page 241—Paragraph 112, line 1; read:
Charts 17379, 17386, 17387
Ruins Point (56°04.0'N., 133°42.0'W.), 8 miles ...
(CL 820/98; NOS 17379) 33/03

Page 297—Paragraph 73, lines 7 to 8; read:
S or SW. A rock, covered 2.5 fathoms, is about 0.3 mile WSW of the point in about 56°33'38"N., 134°19'45"W. A ...
(NOS 17370) 33/03

Page 297—Paragraph 73, line 15; read:
N of the reef in 56°34'20"N., 134°19'46"W.
(NOS 17370) 33/03

Page 298—Paragraph 79; read:
A rock which bares 1 foot is on the S side of the bay about 0.5 mile NE of the cannery wharf in about 56°36'16"N.,

COAST PILOT 8 (Continued)

134°14'06"W. (NOS 17370)	33/03	Page 34—Paragraph 558, line 4; read: Rico, most of Alaska, and Hawai‘i. The system provides ... (CL 2084/02)	33/03
Page 298—Paragraph 81, lines 7 to 9; read: 56°37'58"N., 134°11'07"W. (NOS 17370; H 10050)	33/03	Page 36—Paragraph 598, line 5; read: Lighthouse and caused damages of \$25 million in the Hawai‘ian ... (CL 2084/02)	33/03
Page 298—Paragraph 84, lines 3 to 8; read: marked by kelp. A rock, covered 3.5 fathoms in 56°37'40"N., 134°20'13"W., is about 1.1 miles SW of the rock awash. Another danger spot, covered 1.8 fathoms, is about 220 yards SW of the 3.5-fathom covered rock in about 56°37'35"N., 134°20'24"W. Mariners are advised to exercise caution in ... (NOS 17370; H 10050)	33/03	Page 36—Paragraph 601, line 5; read: The Pacific Tsunami Warning Center, Oahu, Hawai‘i, of ... (CL 2084/02)	33/03
Page 298—Paragraph 86, lines 2 to 6; read: depths of 3 to 15 fathoms, and is a secure anchorage. A rock, covered 1.8 fathoms, is 0.45 mile ENE from the island in the middle of the bay in about 56°39'38"N., 134°15'02"W. Other rocks extend about 250 yards E of the 1.8 fathom rock and caution is advised in this area. Two large ... (NOS 17370)	33/03	Page 499—Paragraph 21, line 2; read: Oregon, Washington, and Hawai‘i. (CL 2084/02)	33/03
COAST PILOT 8	25 Ed 2003	Change No. 4	
Page 385—Paragraph 11, line 1; read: Seattle: Director, Marine Operations Center (Pacific), National ... (CL 1200/03)	33/03	Page 502—Paragraph 116, line 1; read: Region IX (California, Hawai‘i, Guam): 215 ... (CL 2084/02)	33/03
COAST PILOT 8	25 Ed 2003	Change No. 4	
Page 385—Paragraph 11, line 1; read: Seattle: Director, Marine Operations Center (Pacific), National ... (CL 1200/03)	33/03	Page 503—Paragraph 160, line 3; read: Rico; Southwest Alaska; Hawai‘i; and 300-400 NM off ... (CL 2084/02)	33/03
COAST PILOT 9	21 Ed 2003	Change No. 3	
Page 5—Paragraph 50, line 2; read: America including the Hawai‘ian Islands; (CL 2084/02)	33/03	Page 505—Paragraph 268, line 1; read: Pacific Region (California, Hawai‘i, Alaska, Washington, ... (CL 2084/02)	33/03
Page 20—Paragraph 385, line 6; read: Kauai, Hawai‘i (21°59'26"N., 159°46'00"W.) on frequen- cies ... (CL 2084/02)	33/03	Page 505—Paragraph 274; read: Honolulu, Hawai‘i: 300 Ala Moana Boulevard, 96850. (CL 2084/02; CP7/02)	33/03
Page 21—Paragraph 400, line 6; read: Hawai‘ian Datum, and others. Through the use of satellites ... (CL 2084/02)	33/03	COAST PILOT 9	21 Ed 2003
Page 21—Paragraph 401, line 5; read: charts of Hawai‘i, and other Pacific Ocean islands, ... (CL 2084/02)	33/03	Change No. 4	
Page 34—Paragraph 554, line 3; read: in Colorado, Hawai‘i, Kwajalein, Diego Garcia, and Ascen- sion ... (CL 2084/02)	33/03	Page 113—Paragraphs 254 to 255; read: 71°20'N., 156°55'W.	
		Offshore Vessel Traffic Management Recommendations Based on the West Coast Offshore Vessel Traffic Risk Management Project , which was co-sponsored by the Pacific States/British Columbia Oil Spill Task Force and U.S. Coast Guard Pacific Area , it is recommended that, where no other traffic management areas exist such as Traffic Separation Schemes, Vessel Traffic Services, or recom- mended routes, vessels 300 gross tons or larger transiting along the coast anywhere between Cook Inlet and San Diego should voluntarily stay a minimum distance of 25 nautical miles offshore. It is also recommended that tank ships laden with persistent petroleum products and transiting along the coast between Cook Inlet and San Diego should voluntarily stay a minimum distance of 50 nautical miles offshore. Ves- sels transiting short distances between adjacent ports should seek routing guidance as needed from the local Captain of the Port or VTS authority for that area. This recommenda- tion is intended to reduce the potential for vessel groundings	

COAST PILOT 9 (Continued)

and resulting oil spills in the event of a vessel casualty.

(CL 283/03) 33/03

Page 174—Paragraph 671, line 5; read:

from Latouche. A rock covered 3.63 fathoms is about 1.6 miles W of Danger Island at 59°55'39"N., 148°08'26"W. The recommended route, however, is ...

(CL 1111/03; DD 4217) 33/03

Page 177—Paragraph 710, line 11; read:

miles SW of Flemming Island, marked with 4 fathoms, ...

(CL 717/03) 33/03

Page 177—Paragraph 710, lines 14 to 15; read:

farther S on Bainbridge Island. Take care to avoid the 4-fathom shoal 400 yards off Bainbridge Island, 1.2 miles NE of Amerk Point and the 2.6-fathom shoal 625 yards off Bainbridge Island, 1.0 mile NE of ...

(CL 717/03) 33/03

Page 259—Paragraph 339, line 8; read:

and 1.1 miles long.

A **rocket launch facility** is located at Narrow Cape. **Safety zones** are established by the USCG COTP for the safety of vessels operating near Narrow Cape during launch activity. These safety zones are closed to vessel traffic during the hours of anticipated launches and are announced in the Local Notice to Mariners and Broadcast Notice to Mariners. Inquiries should be directed to USCG MSD Kodiak, AK (907) 486-5918 or MSD Anchorage, AK (907) 271-6700 for specific details.

(CL 774/03) 33/03

Page 294—Paragraph 39, line 12; read:

good. The diurnal range of tide is about 13.3 feet, and the ...

(TT/01) 33/03

Page 323—Paragraph 462, lines 4 to 9; read:

light. In August 2002, the controlling depth in the entrance and harbor basin channels was 18 feet except for lesser depths to 5.6 feet near the head of the channel along the SE side. In August 2002, except for lesser depths along the sides, depths in the basin were generally 13 to 18 feet. The basin provides moorage for 230 craft.

(BP 179663) 33/03

COAST PILOT 9 21 Ed 2003 Change No. 5

Page 499—Paragraph 11, line 1; read:

Seattle: Director, Marine Operations Center (Pacific), National ...

(CL 1200/03) 33/03